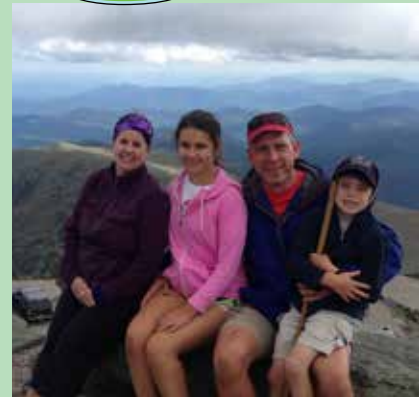


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# MAINE TRAILS



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The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

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## PRESIDENT'S MESSAGE

by Tony Grande, MBTA President



# Forces of nature

**I**N THIS issue, our cover story is about Paul Koziell, a friend and colleague who many of us knew and worked with over the years. Everyone who knew Paul knew how hard he worked. Not just at building bridges, but by making this industry stronger and forging connections between people.

Paul was smart and funny and just great to be around. He was a true force of nature, positively affecting everyone he touched — the people he worked with, his family, the young people he met coming up in the industry and the people of the state of Maine where his company built some of the state's most iconic and innovative structures.

Paul was always thinking ahead. Like many others in this industry he was a big proponent of not just building things for today, but for tomorrow — in other words, looking ahead to the challenges that we face in Maine and building things that will stand the test of time.

Challenges like that are always with us. It takes vision to recognize them, accept them and do something about them.

One of the big challenges that we are facing now is how we adapt our transportation system for climate change. Last year was the second warmest year on record in the Gulf of Maine, and the strong storm systems and weather that come as a result of warming are sure to impact our roads and bridges.

This February, there were news reports that January was the warmest on record in seven northeastern states — Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island and New Jersey. In fact, Maine's average temperature has risen by 3.2 degrees Fahrenheit in the last 128 years. While that might not seem so much, it is having a big effect that presents challenges to those of us building and maintaining our infrastructure.

Not only do we have to build more resilient structures, we need to rethink our whole way of getting around to help reduce the impacts of climate change. Currently transportation is the single greatest source of greenhouse gases that contribute to climate change around us. So

**“The truth is, our professions — whether it be construction, engineering, driving, logistics or planning — thrive on challenge, and professionals who share and mentor what they’ve learned. That is why we need more Pauls, Eldons, Kens, and Rons to see us through these challenges.”**

we need to continue to build infrastructure to support more sustainable transportation options including electric vehicles (EVs) and user-friendly transit.

In this issue, you also will read about four other seminal leaders in our field who have passed away recently: Eldon Morrison, Ken Cianchette, Paul LaBrecque and Ron Hutchins. These MBTA members are inspiring for all they did in their lifetimes to meet the challenges of their day.

I remember Eldon Morrison as a monumental presence, an intrepid and hardworking business owner (CPM Constructors) and outspoken advocate for this industry who established one of MBTA's very first endowed scholarships in honor of his partner Millard Pray. He built a very successful company and then built a legacy as a philanthropist who not only donated, but also raised enormous sums



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of money for scholarships for Maine students.

I think of Ron Hutchins, founding member of the Maine Professional Drivers Association. Serving as president and education officer of that organization, he sought to build the reputation of truck drivers as professionals and an occupation to be respected. With Ron's creation of the Maine ROADTEAM, he recruited and coached fellow drivers for speaking engagements on how to share the roads safely with trucks.

I think of Ken Cianchette, Cianbro co-founder and "certified mechanical genius," who in the 1950s saw that heavy construction could be done safer and more efficiently with the right tools, so he invented construction tools like the pipe grabber that revolutionized how pipe was laid.

And I think of Paul LaBrecque who, with his wife, Alice, started their own construction company, LaBrecque Construction, Inc.,

growing it into a thriving third generation business guided by Paul's motto "strive for perfection." Paul was never shy about sharing his knowledge, and he gave everyone a chance to try something new. He was also a past MBTA president whose term followed that of his dear friend, Don Booker.

Like Paul Koziell, these four leaders shared what they'd learned by way of mentorship and service and, in so doing, advanced our professions and our state. The truth is, our professions — whether it be construction, engineering, driving, logistics or planning — thrive on challenge, and depend on professionals who share and mentor what they've learned. That is why we need more Pauls, Eldons, Kens, and Rons to see us through these challenges.

For that reason, I am so appreciative of our members who have already stepped up to help fund the new Paul Koziell Scholarship. To date

we've raised more than \$90,000 toward our goal of \$100,000, so we are really close. If you knew and miss Paul, like so many of us do, and if you haven't yet contributed, I hope that you will please consider making a donation to honor Paul Koziell.

Scholarships like this — and others that we offer through the MBTA Educational Foundation — bring new talent to our industry including engineers, builders, and innovative thinkers who will help solve the big problems we face now, and in the future.

I look forward to seeing all of you at the MBTA Annual Meeting, May 4th in Freeport, at the Infrastructure Golf Classic in July and the several Transportation on Tap events coming up this season.

Thank you again to all who support this organization and our industry as we work to make transportation in Maine safer and more efficient. ■

# MBTA CALENDAR

**Thursday, May 4**

**ANNUAL MEETING**  
Hilton Garden Inn, Freeport  
5 p.m.

**Thursday, July 13**

**INFRASTRUCTURE GOLF TOURNAMENT**  
Waterville Country Club, Oakland  
9 a.m.

**Thursday, August 10**

**AROOSTOOK COUNTY MEETING**  
Northeastland Hotel  
5 p.m.

**Friday, September 15**

**FALL GOLF / CONVENTION**  
Samoset Resort, Rockport

**Saturday, September 16**

**FALL CONVENTION**  
Samoset Resort, Rockport

**Friday, September 29**

**PDH TOUR**  
Location and Time TBD

**Thursday, December 7**

**MAINE TRANSPORTATION CONFERENCE**  
Augusta Civic Center

**Thursday, December 14**

**HOLIDAY-SCHOLARSHIP MEETING**  
Black Bear Inn, Orono  
5 p.m.

For the latest information about MBTA events, go to the Events tab at MBTAonline.org



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## Bumps in the road

**T**HE CITY of Chicago believes “traffic calming,” or adding larger speed bumps and bollards (plastic posts on a flexible base) along the center line near a crosswalk helps prevent serious injury and death, the result of motorists turning left. They’re doing something about it.

Thirteen intersections were modified by the city last year. A total of 18 intersections now have been altered, including five during a pilot program begun in 2019. Crashes at five of those pilot sites have dropped 24 percent since 2019.

Plans call for updating even more intersections this year, focusing on sites with high rates of accidents involving drivers turning left.

“So far the results have been positive,” Chicago Department of Transportation spokesperson Erica Schroeder told the Sun-Times, “with data showing drivers making safer turning movements, yielding to people in crosswalks, and overall crash reduction at intersections.”

The idea is to force drivers to make slower, 90-degree-angle turns and prevent them from cutting across oncoming traffic lanes. The ultimate goal is to better protect pedestrians in the crosswalk, who often end up in drivers’ blind spots on those left turns.

Still, the effort has some local safety advocates thinking more can be done. Kyle Lucas, co-founder of Better Streets Chicago, a transportation advocacy group, said the barriers are easily damaged, and dislodged pieces can land in an intersection, causing other problems. A better, long-term solution, Lucas and other advocates say, would be using concrete barriers to both control turns and protect bike lanes. ■



## On the fly

**Z**ERO EMISSION ground transportation. That is the goal of a U.S. Federal Aviation Administration program that is funding battery-powered electric buses for airports. United States airports are investing in electric buses to help passengers make connections from airport terminals to rental cars and parking lots, reports Simpleflying.com.

Electric buses – whether they be trolleys or battery electric – emit less air pollution, are quieter and produce fewer fumes.

Battery-powered electric buses are becoming a popular amenity for airports to offer. Most medium and large airports use buses to transfer passengers and their luggage between airport terminals and parking lots. Other airport vehicles like animal patrol can also easily be electrified.

According to chief operating officer Jack Christine of Charlotte Douglas International Airport, the purchase of battery electric buses provides sustainable, cost-effective transportation and creates a better experience for employees and visitors.

“Our largest effort to reduce emissions is to electrify our entire shuttle bus fleet,” said Christine. The plan is to replace the 60 shuttle buses at Charlotte Douglas, the sixth busiest airport in the U.S., with 50 electric buses. At around \$750,000 each, new electric buses cost twice as much as their diesel counterparts. To help cover the cost, the airport received \$27 million in FAA grants to make the switchover to electric. Airport officials have said they expect to save money in the long term due to lower operation and maintenance costs. ■



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# 'Passionate'

**F**RIENDS, COWORKERS, and board members of various organizations continue to contribute to the Maine Better Transportation Association Educational Foundation scholarship fund set up in memory of Paul Koziell, who died last year in a plane crash. Donations currently total more than \$90,000.

Paul, 54, was president of CPM Constructors and past president of Maine Better Transportation Association (MBTA) when he and his father-in-law, CPM Constructors founder and CEO Eldon Morrison, 81, died when their small plane crashed October 5, 2022, in Arundel.

"He was passionate about education," said Koziell's sister-in-law, Susan Morrison. "He was a well-educated man and was the first generation in his family to get a college degree and he went on to get his law degree."

That passion was evident during the MBTA annual Super Raffle where the proceeds support the Association's education fund. The MBTA has a separate organization, the MBTA Educational Foundation, a 501(c)3 charity which awards scholarships to Maine students in transportation-related programs at various colleges and universities. In 2022, that included several named scholarships – one established in 2003 by Eldon Morrison in honor of friend and longtime business partner Millard Pray; as well as scholarships named for Ken Burrill, Frank Healy and Tim Folster.

In December 2022, the educational foundation awarded \$40,000 in scholarships to 36 individuals.

"He loved a good challenge, a competition," Morrison said, adding that Koziell would say, "I'm going to sell as many [tickets] as I can."

In fact, Koziell and Bruce Hubbard, both of whom were on the board of



Koziell leads the Eastport Meeting in 2016 when he was president of the Maine Better Transportation Association.

**"Paul wanted to support the upcoming generation of future transportation leaders. Certainly being a mentor was a passion for him."**

**- PAUL BRADBURY**

the MBTA Educational Foundation, established a friendly rivalry as they went about hawking the Super Raffle tickets.

"Paul and I were both jokesters, and we just teased each other and the teasing got to be more and more involved and a lot more fun. We didn't have any money on it or anything," said Hubbard, who retired nine years ago as vice president of Enterprise Trenchless Technologies after a career in the construction industry. "I might be selling for a while, and Paul would be very busy. I would call Paul and say, 'I can't do it all myself, you have to step in.'"

Hubbard recalled the time MBTA Executive Director Maria Fuentes notified him and Koziell that there were 84 tickets left. "I said to Paul, 'Let's finish it up and get it off our plates.' He called me and said, 'I just sold five to [Paul] Bradbury. I told him I sold six to so-and-so, and Maria sold seven. By one in the afternoon, all the tickets were gone. It was just a fun little thing to do while selling tickets.'"

"This year was just heartbreaking," said Hubbard. "I tried to pick up a lot of the contacts Paul always had. The fun was out of it even though the cause was great. We sold out in record time this year. It was Paul that was driving me."

Hubbard said Koziell had a true passion for helping young people. "With a lot of the kids doing internships, he took them under his wing and made sure they had what they needed."

Paul Bradbury, director of the Portland International Jetport, a member of the MBTA Board of Directors and himself a former MBTA president, said when Koziell was president in 2016 and announced the names of scholarship winners, he did an exceptional job as master of ceremonies.

"It was really incredible how he

## Known for his lively sense of humor and deep commitment to the law, construction and education, Paul Koziell leaves behind a lasting legacy By Betty Adams

made sure he honored the students and spoke to them and handed the mic to every one of them. That set the stage for how it goes today and how I did it," Bradbury said.

Bradbury and others noted that Koziell helped to improve circumstances for younger students as well, including working toward a successful replacement of the former Wentworth Intermediate School in Scarborough.

"It was part and parcel of the mentoring he wanted to do for the next generation," said Bradbury, who occasionally would see Koziell at the school. "His knowledge of construction and meeting construction schedules showed, and made that project a success." Scarborough voters approved the estimated \$39 million project in November 2011.

Susan Morrison and Paul Koziell each had daughters in the Scarborough schools together at the time. "It was determined there was asbestos in the school and people didn't know about it," she said. So the parents considered the problem: "We could let this linger and do nothing, or as parents, we could lead the way to make a better place for our children. With his legal background and thoughtful demeanor, Paul demonstrated his passion for the welfare of his children, his niece, and the children in our community by speaking up at the public meetings and then offering his time and talent to find a solution to the problem. He ended up chairing the committee to get the new school passed and built."

Bradbury added, "He wanted to support the upcoming generation of future transportation leaders. Certainly being a mentor was a passion for him. There is just no question. He was leading a company



Speaking at the launch of the 2020 MaineDOT Work Plan, Koziell gave generously of his time advocating for the transportation industry.

**"[Joining CPM Constructors] was exciting for him and what he could bring to the family business... he came with a fresh eye, a fresh perspective and added terrific insight into the way we operate."**

**- SUSAN MORRISON**

that builds bridges and infrastructure and was passionate about CPM's people. It ties very much together with who Paul was. One of his postings on LinkedIn was about him going and meeting every one of the employees on the job sites."

Susan, CPM Constructors' contract administrator and employee benefits director, also referenced Koziell's care for the people around him. "At the office, he was very involved with all members of our management team. We are a small group, close-knit and he took interest in their personal lives and professional lives and wanted as much development for them as he wanted for himself," she said. Not only did he connect with our office staff, but with the field crew as well. "He enjoyed going out in the field on a regular basis to work with the crew, side by side. He valued interacting with the workers on our job sites and talking with them to hear their point of view, because he knew their insight on job performance was unique."

Koziell joined Freeport-based CPM Constructors in 2004, and became president of the company in 2016, the same year he was MBTA president. Prior to joining CPM Constructors, Koziell had worked at law firms in Massachusetts and in Maine.

CPM Constructors' website describes the firm as "a family-owned general contractor focusing on bridge, pile driving, railroad, historic rehabilitation, and marine construction work across Maine and northern New England. Clients include state departments of transportation, turnpike authorities, municipalities, railroads, utilities, boatyards, and other private entities."

Susan Morrison said Koziell created his own role in the company. "It was exciting for him and what he could bring to the family business. By not being in



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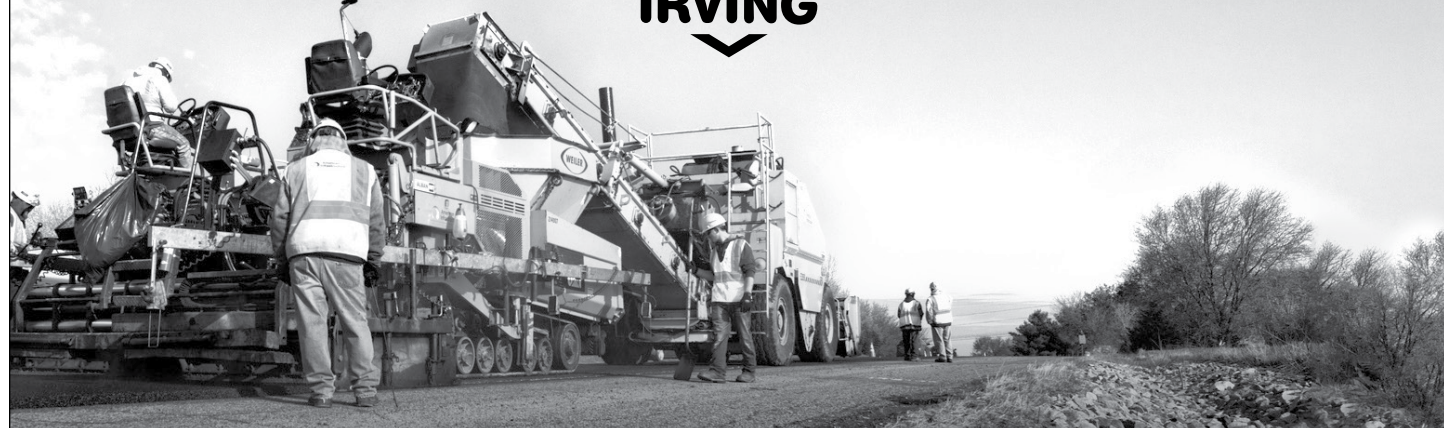
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the construction industry, he came with a fresh eye, a fresh perspective and added terrific insight into the way we operate.”

He brought other skills as well. “Paul was a stickler for grammar and punctuation,” she recalled. “He mentored me when I became active in the business 12 years ago. He encouraged me to look for the finer details and intricacies in all documents and contracts.”

Morrison said her father, Eldon Morrison, acted as a mentor to Koziell with regard to supporting scholarships and fundraising. “On his own, Paul understood the value of education. Dad encouraged all of us to be leaders in supporting scholarships for our industry and fundraise to make sure the scholarships continue. Paul took this to heart with the MBTA Educational Foundation.” She said that providing funding for education is one of the family’s hallmarks.

“As an industry in Maine, we’re very generous with scholarships,” she added, saying she wants students to know that taking an hour or two to fill out an application could bring a big return for the time invested.

Michelle Ibarguen, director of corporate relations at Cross Insurance and MBTA second vice president, said both Koziell and Tim Ouellette, now CPM Constructors’ CEO and CFO, were an integral part of the summer internship program offered by Cross Insurance, which included a tour of a CPM Constructors job site.

Ibarguen noted that Koziell thoroughly enjoyed interacting with the summer interns, talking about the importance of the CPM projects and about job safety. It was followed by an open question-and-answer session.

“He really took an interest in getting to know our interns, what they liked and what they were thinking of doing in their future. It was such a success that both CPM and Cross Insurance interns participated in the job site day that we do.”

She added, “I think a scholarship in Paul’s name is an incredibly meaningful way to honor the substantial contributions he made at CPM Constructors, at MBTA and in the construction industry as a whole.”

Paul Koziell grew up in Newport, New Hampshire, near Lake Sunapee. “We had an interesting childhood,” said his younger brother, Peter Koziell, who lives in Massachusetts and works in video production. “Dad was from Poland, mom was born in Canada. We grew up with a love of splitting and stacking wood and all these chores we don’t make kids do these days.” He described it as small-town living, where a



Paul with his son Nicholas, his wife Denise Morrison and daughter Sophia, who is an MBTA Scholarship recipient.



Paul (right) with his brother Peter, mother Florence and father Boleslaw “Bill” Koziell.



Paul (front row, second from right) in Eastport with the crew and contractors that built the Eastport Fish Pier.

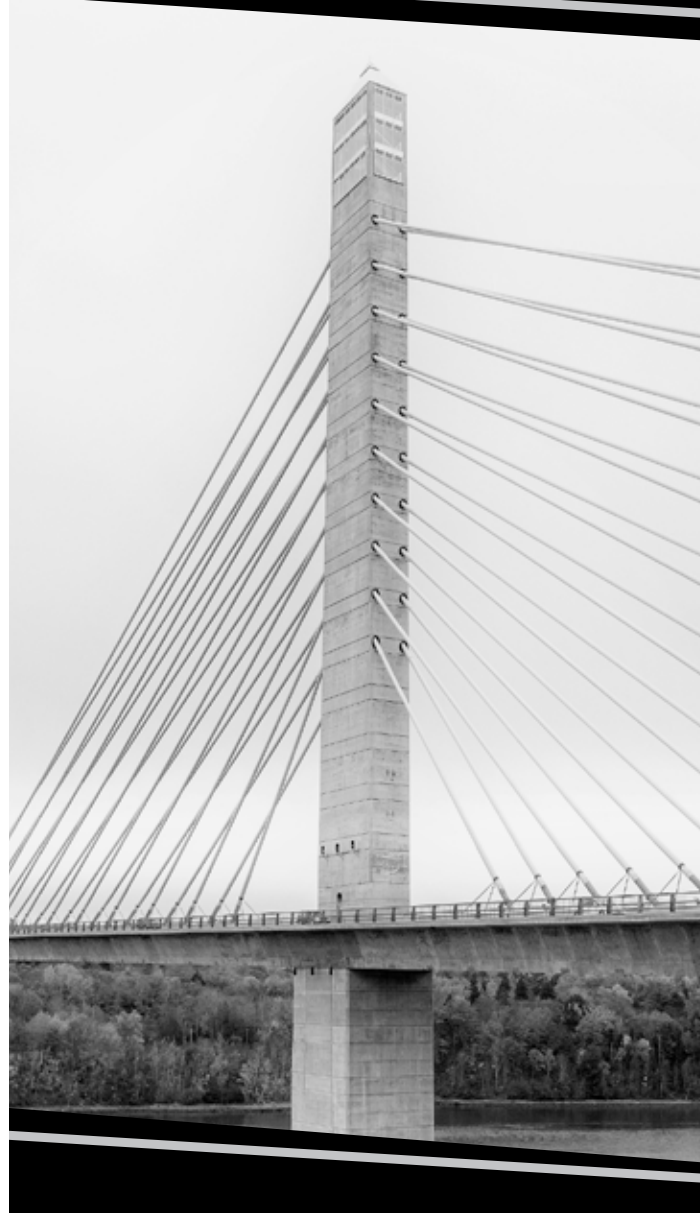


Paul (far right) was a founding member of the MBTA Road Warriors team which has raised thousands of dollars through the Dempsey Challenge to provide services to families impacted by cancer.



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**“He really took an interest in getting to know the interns, what they liked and what they were thinking of doing in their future. It was such a success that both CPM and Cross Insurance interns participated in the job site day that we do.”**

**- MICHELLE IBARGUEN**

bicycle provided the main form of transportation for exploring the outside.

“The Polish culture was very big in our upbringing,” Peter Koziell said. “We made kielbasa every year while my dad was around. In our family it was important to make something. If you were able to come over for dinner, we wouldn’t just cook a chicken breast; mom would make a 30-pound turkey. There were years when we made 125 pounds of kielbasa. For the longest time, we used to make sauerkraut too. We would go through 40-44 heads of cabbage. We really got to learn a lot of stuff.”

While those activities weren’t something their friends did, Peter Koziell said, “I don’t think either of us would have changed it. It really shaped who we were. Paul was an extremely hard worker and a great communicator. When you were talking to Paul, there was no B.S. involved at all. It was straight, direct to the point with a slight sarcasm. It was interesting, but you always kind of knew where you stood.”

Paul Koziell’s legal career came as no surprise to his brother, who recalled, “He always loved the law. Since he was a kid, there was no doubt to me. One of his favorite shows was LA Law.”

Paul met his wife Denise Morrison at the University of New Hampshire (UNH). They valued their family time, including hiking, biking and enjoying nearby Pine Point Beach in Scarborough. Their daughter Sophia, a recipient of MBTA scholarships, is graduating from UNH this spring, while their son Nicholas is currently attending Scarborough High School. Nicholas was fortunate to be able to go to Wentworth Intermediate School in the building Paul helped get approved and constructed.

Peter Koziell said if his brother took on a project, “He worked really hard to make whatever it was he was involved with happen.”

He had a close-up view of Paul Koziell’s influence when his brother spoke of his visits and presentations to students at the University of Maine. “My son is looking to go into construction management or engineering,” Peter Koziell said. “They would talk about stuff, and it would get him excited about that. The idea that this (scholarship) could help other kids looking into the field is an incredible thing, and I hope they get to learn a little bit about Paul while doing this.” ■

ABOUT THE AUTHOR: Betty Adams is a freelance writer and journalism instructor. She lives in Augusta and can be reached at [adamsbetty00@gmail.com](mailto:adamsbetty00@gmail.com).

# Leading by example

## Eldon Morrison knew how important it was to build a legacy

**W**HEN THE small plane Eldon Morrison

was piloting crashed and took his life and that of his son-in-law Paul Koziell, Maine lost two giants who had made invaluable contributions to Maine and to the construction industry.

Eldon, who founded CPM Constructors in 1985, was a strong advocate for the construction industry and served on the board and as president of AGC



Eldon Morrison

Maine (the Associated General Contractors of Maine). He also early on knew how important it was to support young people coming into the industry with scholarships. It was something he felt very strongly about. He established one of MBTA’s earliest endowed scholarships – the Millard Pray Scholarship in honor of his longtime business partner. Over the years, he also gave generously of his time and money to his alma mater through the University of Maine Foundation and to the AGC Maine Education Foundation, helping to raise hundreds of thousands of dollars for the foundation.

In 2019, he spoke to the great importance of coming together to create scholarships and keep the construction industry in Maine alive and growing. “The construction industry by nature will always be fierce business competitors,” said Eldon. “But we know working together to build a stronger generation of skilled workers is in the best interest for all of us and the people of Maine. The cost of education is rising, and we need to support Maine people who will fill the work boots of those retiring.”

Thank you, Eldon, for all you did for our industry! We miss your fiery dedication and great foresight!

To contribute to the CPM Constructors Scholarship in Eldon’s memory: AGC Maine Education Foundation, 188 Whitten Road, Augusta, Maine 04330 ■



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## The Paul Koziell Scholarship

THE MBTA EDUCATIONAL FOUNDATION has set a goal of raising \$100,000 to honor former MBTA President Paul Koziell. To date, Paul's family, friends and colleagues – many of them MBTA members – have pledged \$90,000.

We need your help! The foundation board hopes to award the first Paul Koziell Scholarship at the end of this year. Please consider a gift in Paul's name to help his good works live on. To make a donation, go to [bit.ly/KoziellMemorial](http://bit.ly/KoziellMemorial) or send a check to the MBTA Educational Foundation, 150 Capitol Street, Suite 5, Augusta, Maine 04330.

For more information, please contact MBTA Executive Director Maria Fuentes ([maria@mbtaonline.org](mailto:maria@mbtaonline.org), (207) 622-0526). Thank you!

### HONOR ROLL

Many thanks to the following individuals and organizations who have already made generous donations to the Paul Koziell Scholarship!

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Paul & Margaret Sylvester  
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# Maine Ferry Service secures \$33 million in federal grants

**U**.S. SENATOR Susan Collins (R-Maine) and Congresswoman Chellie Pingree (D-Maine) announced on January 26 the Maine Department of Transportation (MaineDOT) will receive \$33 million in Bipartisan Infrastructure Law (BIL) funding to support, improve, and modernize passenger ferry service in Maine. The funding was awarded to MaineDOT through the Federal Transit Administration's new ferry programs established under the BIL to support passenger ferry systems as they transition to climate-friendly technologies.

"Maine's year-round island communities are a vital part of our state's history, culture, and economy, and the ferries that serve them are critical and in need of modernization. As we electrify our auto and trucking fleet and expand our network of charging stations throughout the state, ferries are a natural extension of that evolution and shouldn't be left behind," said Pingree.

MaineDOT Commissioner Bruce Van Note expressed gratitude for Collins' and Pingree's support: "We thank both Senator Collins and Congresswoman Pingree for their leadership and continued support of

The largest portion of the funding – a \$28 million grant from the Electric or Low-Emitting Ferry Pilot Program – will go to the Margaret Chase Smith Ferry Project. The funding will be used to build a hybrid-electric vessel to replace a 35-year-old vessel that has exceeded its useful life. This new hybrid-electric vessel will reduce greenhouse gas emissions and promote environmental sustainability for the roughly 600 residents of the island of Islesboro, a rural community in upper Penobscot Bay that relies on passenger ferry service.

In addition, MaineDOT was awarded \$4,991,474 through the newly-established Ferry Service for Rural Communities Program to improve and support the Maine State Ferry Service (MSFS). The funding will support MaineDOT staffing, maintenance, and customer communication in efforts to maintain and enhance service reliability in the face of increasing operating costs. In addition, as MaineDOT adds cleaner vessels – such as hybrid-electric vessels – to its fleet, the federal funding will support cleaner, reduced emissions transportation for customers, the island and mainland communities, and the surrounding areas.

Both Maine lawmakers championed the effort to increase funding for improved rural ferry service throughout the country, and both co-signed letters of support for the two MaineDOT projects.

"Maine's ferries are indispensable to those who live and work in our island communities, providing passenger, freight, and postal services and transporting students to school and people to their jobs," said Collins. "As the vice chairman of the Appropriations Committee and a member of the core group of 10 senators who authored the Bipartisan Infrastructure Law, I have strongly advocated for funding to ensure that residents and visitors can continue to access safe and reliable ferry service to the island communities along Maine's coast."

transportation in Maine."

As one of the six island communities that the MSFS serves, the Margaret Chase Smith Islesboro route is the most traveled, serving roughly 600 year-round residents. The route carried over 180,000 walk-on passengers and more than 73,000 vehicles in 2019. Islesboro is one of a half dozen small, rural, island communities with year-round populations between 30 and 1,300 people that rely on MSFS for access to jobs, services, goods, and medical treatment.

The Bipartisan Infrastructure Law passed by Congress in 2021 invests more than \$2 billion in ferry-specific funding, including \$1 billion for the Ferry Service for Rural Communities Program. This program makes federal resources available to states to ensure basic essential ferry service is provided to rural areas. ■



The Margaret Chase Smith departs Islesboro on a foggy day.

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# Study underway for Maine-to-Nova Scotia ferry service

**A** STUDY BY Nova Scotia to determine if the international ferry service is delivering value to provincial taxpayers and visitors to the province is a go, according to saltwire.com.

“The province is committed to investing in economic development in every region, and supporting a thriving economy from coast to coast, but this means understanding the return on taxpayer investment, making practical assessments of best investment opportunities and working closely with stakeholders,” Nova Scotia Public Works Deputy Minister Peter Hackett recently wrote to nearby municipal units to help determine costs and benefits.

“In this case, that means having frank discussions about whether a ferry is the best investment or whether there are alternative investments that could generate more significant economic activity.”

Chief among the information sought is trying to determine if there are other, more impactful ways of using public dollars that would achieve an increase in tourism to southwestern Nova Scotia. It is anticipated the study will be completed during this calendar year.

In 2022, the province budgeted \$17 million for the service, which it contracts to Bay Ferries to provide. According to Bay Ferries, in 2022

The Cat transported 36,151 passengers, and 14,972 vehicles, to and from Nova Scotia. The Cat completed 113 round trips in 2022, with 12 weather cancellations. Six of those cancellations came in the last 30 days of the season, mostly due to Hurricane Fiona and strong winds and conditions that prevented crossings. The impacts of Fiona also led to about 2,000 passenger cancellations during and after the hurricane period.

Last year was the first year The Cat sailed in three years. In 2020 and 2021 the service was cancelled due to the COVID pandemic. In 2019, the construction of the terminal facility in Bar Harbor, which the province paid for, cancelled the sailing season.

During its last pre-pandemic sailing season in 2018, The Cat had transported 50,185 passengers, which was a 21 percent increase over the previous year.

Bay Ferries had said it was pleased with the performance of the ferry service in 2022, considering that it was up against many challenging factors, including coming off of the three-year hiatus, along with the fact that many in the public were still wary of traveling due to COVID. Border documentation requirements by the Canadian government were also seen as a deterring factor. ■

# Council recommends interim bike-ped trail for Berlin Subdivision

**I**N LATE January, the Portland to Auburn Rail Use Advisory Council issued recommendations for the future of the Berlin Subdivision rail line that leads from Portland to the Auburn-New Gloucester town line. The council recommended converting 26.5 miles of the existing railroad track to an “interim bicycle and pedestrian trail.”

The council was formed after two bills were signed into law in 2021 establishing a new process to review non-rail recreational or non-recreational transportation use along state-owned rail corridors. The Portland to Auburn Rail Use Advisory Council was charged with facilitating discussion, gathering information, and providing advice to the MaineDOT commissioner regarding the future use of the corridor. That included developing a cost-benefit analysis of potential uses, “with the understanding that any non-rail use of the corridor is considered interim in nature,” according to the draft report issued by the council.

The council directed a nine-month review of potential rail and non-rail uses for the state-owned rail corridor. MaineDOT issued the Berlin Subdivision Rail Corridor Study in December 2022 ahead of the council’s findings. The report estimated that an interim paved trail would cost \$55 million, while the combined rail-trail option would cost \$94 million. The study also estimated the cost of restoring passenger service on the line at as much as \$274 million.

A majority of the council members (seven of 15 members) voted to

recommend the conversion of the existing track to an interim bike-ped trail. Five members voted for a “trail with rail” option, and two members abstained.

The committee included representatives from each municipality within the corridor (Portland, Falmouth, Cumberland, Yarmouth, North Yarmouth, Pownal, New Gloucester and Auburn), as well as representatives from the Bicycle Coalition of Maine, Casco Bay Trail Alliance, Genesee & Wyoming, Greater Portland Council of Governments (GPCOG), Live + Work in Maine, and Maine Yacht Center.

During the study period, several virtual public engagement sessions were held, and more than 700 public comments were received. Approximately 86 percent of the public comments received indicated support for a trail. This included comments specifying desire for “rail until trail” and/or support for the development of the relevant segment of the Casco Bay Trail Loop.

The State Rail Preservation Act requires that rail corridors be preserved for future rail use unless lawmakers approve a non-rail use. MaineDOT Commissioner Bruce Van Note’s office has yet to make the department’s recommendation for the corridor. ■

FMI: To download a copy of the Berlin Subdivision Rail Corridor Study and the council’s draft recommendations, go to [www.maine.gov/mdot/ofps/ruac/parac/](http://www.maine.gov/mdot/ofps/ruac/parac/).



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# View to the future

In December, the MBTA board toured UMaine's new Ferland Center and the USM Composite Structures Lab futuristic 'printed house'

ON DECEMBER 7, the MBTA Board of Directors toured two groundbreaking sites at the University of Maine in Orono: the E. James and Eileen P. Ferland Engineering Education and Design Center (Ferland EEDC) and the "3D printed house" at the UMaine's Advanced Structures and Composites Center (ASCC).

At the Ferland Education and Design Center, the board members – several of them graduates of the UMaine College of Engineering – caught a glimpse of the future of engineering education at the center's state-of-the-art labs, classrooms and study space.

UMaine christened the new \$78 million building last August. The project, the largest in the university's history, was funded in part through \$50 million in funding from the state, and an additional \$25 million from private support from alumni, friends, foundations and corporate donors. The new 115,000-square-foot facility has expanded the capacity of the College of Engineering and will enable the school to enroll an additional 600 engineering students a year.

The group also toured the ASCC's 100-percent bio-based 3D printed house, a 600-square-foot structure developed by the lab in conjunction with the U.S. Department of Energy, Oak Ridge National Laboratory and the University of Maine.

The house was printed on the ASCC's 3D printer using wood flour mixed with a corn-based binder. Wood flour is a byproduct of the forest products industry. The university estimates that 1.2 million tons of wood residuals are generated every year, currently go unused and could be used as inexpensive, renewable and recyclable material that could be used to build much needed housing in Maine and across the country.

The MBTA would like to thank the ASCC and the UMaine College of Engineering for organizing this wonderful and informative look into the future of the engineering and construction fields! ■



Top: MBTA board members on the porch of the 3D printed house on UMaine's campus. Below left: Chris Abboud and Glenn Adams. Below right: Surveying the interior of the experimental home that was developed at UMaine's Advanced Structures Lab in conjunction with Oak Ridge National Laboratory and the U.S. Department of Energy.

GLENN ADAMS / CHRIS ABOUD PHOTOS



Above left: The living room of the experimental home. Above right: The refrigerator works! Bottom: Board members were invited to tour labs (left), classrooms and meeting space (right) in the new Ferland Engineering and Design Center.

GLENN ADAMS / CHRIS ABOUDD PHOTOS

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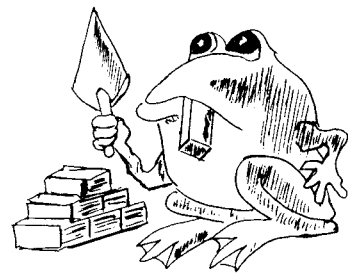
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# He means business



Dana Connors soon will retire after a 50-year career serving the state of Maine – as city manager for Presque Isle, MaineDOT commissioner and president and CEO of the Maine State Chamber of Commerce. Connors talks with Maine Better Transportation Executive Director Maria Fuentes about his journey from a young kid growing up in Aroostook County to becoming one of the most influential voices in Maine's business and politics.

**MARIA FUENTES:** *You grew up in Aroostook County. What did you want to be when you grew up?*

**DANA CONNORS:** First, I should say that my sister and I had the most wonderful upbringing. My mom and dad were incredible parents and very hard workers. My father was a hired hand on a potato farm, and also worked for the town and eventually for a potato processing plant which was the predecessor to McCain. I was surprised when I found out that neither one of them graduated from high school, because they certainly didn't lack knowledge; my mom was a voracious reader, and my father could fix anything. They had to leave school to go to work because both of their mothers had died in their 30s, so they had a tremendous work ethic, which is not rare in Aroostook County. I realize now that we may have been a lower income family, but we had everything that was important.

**MARIA:** *What was the biggest lesson you took from your very first job?*

**DANA:** The importance of support. When I became city manager of Presque Isle, I was only 23. I had done both undergraduate and graduate internships, so the city manager offered me a job after I graduated. After only a few months, the current manager left, so to my surprise, they

appointed me city manager. I quickly learned that I thought I knew more than I did, and I made decisions that probably were easier to make than they would have been if I had been more seasoned with more experience. Because the more you know about an issue, the more you are aware of the consequences, so the more thought you put into them.

But the city council gave me a great gift in that they encouraged me to assume responsibility and to embrace risks. I learned fairly quickly that without risk, it's hard to find the rewards. When I did take a risk and it didn't work out, or if I made a decision that didn't pan out quite the way that was expected, the council was always there to support me.

I cannot tell you how important that was, and it has certainly been reaffirmed in the two jobs that I've been privileged to have since that first job. The experience and relationships I had at Presque Isle were so important to me when I became commissioner of MaineDOT. I knew that transportation was and is the foundation of Maine's economy, especially in a rural state like Maine. Transportation is absolutely fundamental and that is not a cliché. People need to be moved safely and efficiently. Products have to be moved safely and efficiently. But the foundation I



Top: Dana Connors speaks at the Maine Transportation Conference in 2019. Bottom: Connors and the Maine Chamber staff at a recent event.

received at that first job was critical to my time at the department.

**MARIA: How did you end up being MaineDOT Commissioner?**

**DANA:** Governor Brennan approached me to take the job when I was city manager; I knew him and had introduced him at events for some of the boards I was on, but I didn't know him well. I am sure that then-MaineDOT Commissioner George Campbell had a lot to do with recommending me to the governor.

It almost didn't happen though, because when the governor first asked me, we had just learned that the largest employer and taxpayer in Presque Isle, a potato processing plant, was closing its doors. Four of us packed our suitcases and were making the rounds going to potato processing plants to interest them in Aroostook potatoes — we knew we had the best product and the best reputation — but we knew we had to sell it to potential buyers. So I told him I couldn't abandon the effort because it would have been devastating for the area.

The governor asked how long our efforts might take, and I wasn't sure but within four months there was a happy ending when we found a buyer and worked out a deal to keep everything in Presque Isle.

It probably took almost a year to realize how incredible the department was and how lucky I was to have that job. MaineDOT is steeped in tradition and skill and full of incredibly talented engineers and support staff.

Many of the professionals at the department had spent their entire career there, starting right out of college. The workforce there, including administration and support staff, are very dedicated and loyal people, and a truth about a commissioner's job is that you are probably only going to have it for four or eight years at most. They definitely respect you, but they also realize that you could be a short timer.

So here I am overseeing a group of engineers who are skilled, who understand their job, and know that I cannot even draw a straight line. But their loyalty to me and to the work they do for the state of Maine was unbelievable; they would follow you off a cliff — just a remarkable, dedicated group of professionals who are so passionate about what



**Top: Young Dana with parents Ethel and Frank. Middle: Connors attended high school in Aroostook County. Above: Connors speaks at the launch of MaineDOT's 2020 Work Plan.**



**Fellow former MaineDOT Commissioner John Melrose and Connors celebrate the 20th Anniversary of the Amtrak Downeaster in 2021.**

they do for the state. And in talking with current commissioner Bruce Van Note, I know it is the same today.

I remember the day my deputy commissioner came to me after the meeting, and said we needed to talk. She had just spoken with the chief engineer who said: "We really love Dana, but we don't understand him." I was a bit offended and quite troubled by it. I guess I am a little insecure that way.

So, the next day, Jane Gilbert, who was in HR at that time, came up with an idea. We had a retreat coming up, and she suggested that all of us attending should take the Myers-Briggs exam. In a nutshell, I was an ENFP†, which told me how I processed things. I was borderline extroverted, and was strongly intuitive, feeling and perceiving. The huge majority of my leadership team were ISTJ — introverts, sensing, thinking, and judgment. And thank goodness for that because we want people designing highways and building bridges who are scientific, analytical, and precise when looking at things. So, long story short, I'm up in the clouds, and they're on the ground doing the work and making the projects happen. The test didn't change the way

any of us were, but it made us appreciate our differences and where we were coming from.

**MARIA: What was the hardest decision you ever had to make as commissioner?**

**DANA:** The toughest for me was seeing the value of Sears Island, and not being able to fulfill its purpose. The state bought it as a transportation asset, and we went through an indescribable battle with a couple of the federal agencies, and with a small number of local people who were opposed. We overcame that along with a number of permits that were challenged, court battles, and were finally able to build the causeway that served the island. But it was the port designation on Sears Island that we weren't able to accomplish. And while we never gave up on it, constantly

permitted it, and we were finally able to build the causeway that served the island. But it was the port designation on Sears Island that we weren't able to accomplish. And while we never gave up on it, constantly

† "ENFP" stands for extraverting (E), intuiting (N), feeling (F), perceiving, and "ISTJ" stands for introverting (I), sensing (S), thinking (T), judging (J) in the Myers-Briggs Type Indicator, a self-report survey that attempts to measure people's cognitive instincts.

pursued it, the reality is that it just didn't come to pass, so the decision was made to give up on it and use Mack Point for expansion. We knew the merit of it for transportation, for the state's economy and for the environment but it simply wasn't meant to be.

Before I became commissioner, the state had set up the three-port policy, which established and recognized the beauty and the opportunity of the Maine coast, and the importance of not having ports all over the coast, but rather concentrating them in the three areas where they made the most sense. One was Eastport, one was Searsport, and the other was Portland. They each had a purpose and a goal, and most importantly, the policy showed wise planning.

**MARIA: What was your proudest accomplishment as commissioner?**

**DANA:** I remember this question was asked when I left MaineDOT — it was asked by Glenn Adams and Fran Quinn — two icons of the Maine statehouse press corps. I am not sure they loved my answer, but it was sincere. There are so many projects that MaineDOT is involved in, so the greatest accomplishment was what we were all able to do as a department.

One example is passenger rail from Portland to Boston. Originally that was going to be a referendum, but Governor McKernan agreed to let us take it on and try to get the Maine Legislature to pass it, and it is one of the very rare times where the legislature agreed to pass it without sending it to the voters. That was historic, and with some reluctance, the Transportation Committee supported it and the Maine Legislature passed it.

I [also] had quite a history with the Maine Turnpike widening project as well. There were some bumps in the road, but for me, the most important part was not just the project itself, but the process, the fact that the department and Maine Turnpike and the legislators and stakeholders worked together, faced obstacles, and came out successfully on the other side. With the first referendum in 1991, that loss was a major disappointment, and I attributed a lot of the loss to myself as I am apt to do. I vividly



**Dana has shared the stage and taken part in critical discussions with state leaders over the years. Above, Dana with Governor Janet Mills.**



**Dana and U.S. Senator Susan Collins.**



**With former Maine Governor John McKernan.**

remember going back to the department the day after the vote, and I believed I had let down this incredible department of professionals that I thought so highly of. That was an extremely tough moment, and it took me a while to get over it, but I did.

And when we had another shot at a referendum, I had moved on to the chamber job but chaired the second widening effort. This time around the public was better aware, and the issue of safety became far more relevant. It ended up passing by the same margin that we lost the first time around.

**MARIA: What is your proudest accomplishment as head of the Chamber?**

**DANA:** When I think back on successes, I will remember our alliances and how we worked with others to get the job done, whether at the legislature, in a referendum, or any initiative.

Having had only three jobs, the relationships I developed over the years are what I will most remember. When you are dealing with politics or the public, you need to listen, you need to be respectful, and you need to understand the value that relationships bring. Good relationships often lead to good outcomes.

**MARIA: Now, in most of your career, you've had to deal a lot with the Maine Legisla-**

**ture. Have you seen any changes over the years?**

**DANA:** Yes, I have. Things have changed. I would never characterize politics in Maine as being the way it is in D.C., but sometimes issues take on a life of their own [and become] driven by partisan politics. Although Maine always has great people running for office, what I have noticed is that there is less collaboration recently than there used to be. Sometimes it is difficult for people to understand that "compromise" is a good word, not a bad word. In other words, there is less collaboration and compromise than I think is in the best interest of both issues and results. And let me be clear, we are not by any means like Washington, but I have seen a lack of collaboration creep into our system here in Maine. That calls upon us to stand up for collaboration and compromise, and to be sure it is not a forgotten skill or goal.

TOP TWO PHOTOS: CONNORS FAMILY PHOTOS; MIDDLE PHOTO: MAINE DOT; BOTTOM PHOTO: NNEPRA

MAINE CHAMBER PHOTOS

**MARIA:** *What would you tell your 23-year-old self today when you took the job in Presque Isle?*

**DANA:** I would say, find the good in whatever you do and in what others do, and praise it. Attitude is so fundamentally important to everything you do, your success, to a life that's full and meaningful.

**MARIA:** *What is your favorite drive in Maine?*

**DANA:** That is so hard to say because we live in such an incredibly beautiful state . . . I love the drives that take me to or follow the coastline. I mean, who doesn't love the coast of Maine? But let's not forget our mountains, our lakes, our streams. Maine has it all.

**MARIA:** *What's your favorite way to travel to Boston?*

**DANA:** It depends. I go by car, I go on the Downeaster, and I also take Concord Coach. I appreciate we have those choices.

**MARIA:** *What about to New York?*

**DANA:** By plane, sometimes by car.

**MARIA:** *Worst road in Maine?*

**DANA:** Now you're trying to get me in trouble. Any road that is posted is the worst road because it impacts the ability to move important goods, and that's why roads are the most critical part of our transportation network and our economy.

**MARIA:** *As the leader of Maine's business community, what are the three most important issues facing businesses?*

**DANA:** Our workforce, which impacts all businesses in every corner of our state without exception or very little exception. And I am talking both about the skill and the supply side of the equation. In terms of skill, we are making progress, but there is more work that needs to be done. People and groups are working together, and there is a strong effort which will continue, I am sure.

The supply side is even more of a challenge. The baby boomers are aging out of the workforce, and the birth rate isn't as high, but the pandemic has brought new awareness to our state and that is bringing some people in. Our focus should be on retaining them, as well as recognizing the value of our immigrant community.

But none of this can be divorced from the value of childcare, along



Dana's family joined him at a December gala the Maine Chamber held in his honor this past December.



Dana and his wife, Joyce LaRoche.

with the problem of affordable housing and the role of broadband. Five years ago, you wouldn't have seen any of those directly tied to the workforce but today they are ubiquitous. We cannot achieve success in the workforce without recognizing the importance of childcare, the need for housing, and the importance of broadband.

The other issue I would mention is innovation, new ways to do things, new products, new ideas. These are often expressed through R&D – research and development – but also in commercialization. Innovation accounts for a big percentage of the growth in our GDP, so we need to foster a culture of innovation where it's respected.

**MARIA:** *What kind of car do you drive?*

**DANA:** Well, there's a vehicle I drive that the chamber provided to me, it is a 2016 BMW, but I also have a 1997 Z3 Roadster. I love my little

roadster which I bought almost 25 years ago, during a "mid-life crisis," as some would say! And I still have it, but I don't put many miles on it. In fact, I believe it has a total of 45,000 miles on it today.

**MARIA:** *Will your next car be a hybrid or electric vehicle?*

**DANA:** I am getting to that point. We will definitely consider going that route, and we know that sooner rather than later, all of us will get there. It may take a bit longer for me given my age and always having had a gas-powered vehicle, but again, it's in my future.

**MARIA:** *Those of us who know you understand that you won't ever truly retire. You've just got too much to give. Any thoughts on your next act?*

**DANA:** No, but as I get closer to that departing moment, I know I want to take a couple weeks with my wife Joyce and get away. I am looking forward to spending more time with her, with my four children, and our eight grandchildren. I don't know what I want to do beyond that.

It has been a great ride. I never thought I would be city manager, or commissioner, or CEO of the chamber. But each of those pathways were opened for me, and I am incredibly grateful to everyone who helped me get there, and with whom I have had the pleasure to serve with and work for. ■

TOP: DAVID DOSTIE; BOTTOM: CONNORS FAMILY

# Main Line Fence named 'Business of the Year'

**T**HE CUMBERLAND/NORTH Yarmouth Lions Club honored Main Line Fence Company with the organization's "2022 Business of the Year" award at its February 27 meeting in Cumberland.

Main Line Fence Company was incorporated in 1948, with its office originally in Portland and later in Westbrook. Norris Cianchette purchased the company in 1969 and relocated to Cumberland the following year. Norris purchased 12 acres of land at 272 Middle Road, including a house and barn, from John and Juanita Raven for \$40,000.

In the early years, Main Line Fence's primary business was installing highway guardrail and commercial chain link fence projects all over the state of Maine. Recently, the company has continued that work but only in southern Maine while significantly increasing its capacity to sell and install residential fences of all types.

When Norris Cianchette retired in 1986, the business was passed on to his son, Rocky and Rocky's wife, Cherrie, who for many years operated a plant nursery called "The Gardener's Barn" in the original barn. Now that Cherrie and Rocky are in the process of retiring, Main Line Fence is in the capable hands of a third



Rocky Cianchette, Main Line Fence; Lion Darla Hamlin, award coordinator; Ryan Cianchette, Main Line Fence; and then King Lion Marilyn Matthews.

generation, Rocky's son, Ryan, and his wife, Martha. The company has been an active member of the Cumberland/North Yarmouth Lions Club. Since 2018, the Cianchettes have provided staff and space at the company's headquarters in support of the group's major fundraiser, the annual citrus sale. The sale, which has raised more than \$52,000, "works like a well-oiled machine thanks to [Main Line

Fence's] help," said Joe Loring, the fundraiser's administrator.

MBTA sends our congratulations to Rocky, Cherrie, Ryan, Martha and the entire crew at Main Line Fence! ■

FMI: To learn more about Main Line Fence Company, visit [mainlinefence.com](http://mainlinefence.com).

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# New digs, new roles at Sargent

**S**ARGENT CORPORATION recently completed its move from 378 Bennoch Road in Stillwater to a new office space located at 3 Godfrey Drive in Orono.

The new headquarters at Godfrey Drive will provide Sargent Corporation the space it needs to continue investing in its people. The heart of the new office is a large training hub. That room can be divided into three parts, splitting the hub into multiple learning spaces for future and current employee-owners.

"It's about making an investment in our people for the next 50 to 100 years," Herb Sargent, the president and CEO of Sargent Corporation, said. The new offices have been designed to encourage collaboration and organic conversation between the company's employee-owners working at the office.

The former headquarters in Stillwater have been home to the company since Herbert E. Sargent opened the office in 1952 right next to his home. In that space, Sargent grew from a small mom and pop shop in the 1970s, to eventually becoming one of "the big five" in the state of Maine in road work. The old building went through many physical changes, as well as owners, and it housed Sargent Corporation as it grew from estimating \$20 million in work a year to \$500 million a year in bids submitted.



Doug Morrison

"If Herbert E. Sargent were here today, he would say 'jolly good. If you are going to do the business, you need the space for it,'" Sargent said. "We aren't looking backward."

## MORRISON PROMOTED

Douglas Morrison has been promoted to vice president of operations for the New England region at Sargent Corporation.

Morrison began his career with Sargent 21 years ago as a junior foreman after graduating from the University of Maine with an engineering degree. He has held several positions with the company, working as a foreman in the field to eventually becoming regional manager of the company's mid-Atlantic division. He returned home to Maine to help start Sargent's asphalt operations and, for the past 10 years, has played an instrumental role in the company's growth.



Amanda Martin

## MARTIN JOINS

Amanda Martin has joined Sargent as vice president of human resources. She earned her associates degree in business management from Eastern Maine Community College. After a five-year break, she enrolled at Husson University, graduating summa cum laude with a bachelor's degree in business administration. She continued her education at Husson University, earning a master's degree in organizational management.

Working in human resources for the last 23 years, Martin has spent most of her career in manufacturing. Before joining Sargent, she was senior H.R. partner at GE Bangor where she was responsible for the overall human resources function and team at the Bangor plant. In addition, Martin was the lead site assessor for GE and oversaw site assessments at GE locations throughout the United States, focusing on improving the overall employee experience.

Sargent Corporation is a 100 percent employee-owned, full-service contractor in Orono with more than 400 employee-owners, building infrastructure, including wind farms, highways, commercial site work, and landfill cells in the northeast and mid-Atlantic regions. ■

FMI: To learn more, visit [sargent.us](http://sargent.us).

# MEMIC, American Heart Association to host Hard Hats with Heart, April 20th for Maine's construction industry

**A**CCORDING TO the American Heart Association, one in 25 construction workers has cardiovascular disease, one in four is obese, one in four uses tobacco and one in 25 has diabetes. In fact, construction industry workers have a higher risk of cardiovascular disease compared to other industries, based on lifestyle factors such as smoking, poor nutrition, and lack of physical activity.

Through its Hard Hats with Heart program, the Association in Maine works with several construction industry employers to provide resources, education and inspiration to help their employees live a heart-healthier lifestyle. Maine companies participating in the Hard Hats with Heart program include: Casella Waste Systems, Inc; Cianbro; Langford & Low; PC Construction; Sargent Corporation; Sewall/Treadwell Franklin; Turner Construction; and Zachau Construction.

Learn more by attending a Hard Hats with Heart networking

and educational event on Thursday, April 20th from 4-7 pm at 33 Elmwood in Westbrook. At this event, the Heart Association will share all the programs being implemented here in Maine and will provide hands-only CPR demonstration.

A local heart disease survivor will share their story and a local construction company will discuss how they best utilize Hard Hats with Heart resources, education and information. In addition, guests can enjoy appetizers, bowling, bocce, bag toss and more.

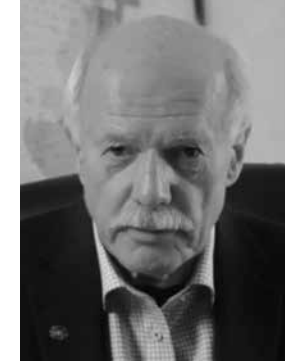
"The good news is that 80 percent of heart disease and stroke is preventable," said Michael Bourque, president and CEO of MEMIC, the event's presenting sponsor. "By creating a culture of wellness within Maine's construction companies, positive health outcomes can result that could reduce their risk of these diseases." ■

FMI: Tickets are available by visiting [Heart.org/Maine](http://Heart.org/Maine) (go to events). For more information, contact Lena Minervino at the American Heart Association in Maine at [Lena.Minervino@Heart.org](mailto:Lena.Minervino@Heart.org) or (207) 289-2397.

# CMP parent awards USM \$1.2m for sustainability professorship

**O**N JANUARY 31, the University of Southern Maine (USM) announced it had received a \$1.2 million gift from Avangrid Foundation, the philanthropic arm of Central Maine Power's parent company, Avangrid. The gift honors the legacy of former CMP icon and the 12<sup>th</sup> president of USM, David Flanagan, who died in October 2021, and will fund a professorship and scholarship in sustainability education.

Avangrid Foundation's investment will create the Avangrid David Flanagan Endowed Professorship at USM's Muskie School of Public Service. The endowed professorship will help USM attract and retain top faculty



David Flanagan

with public policy expertise to facilitate teaching and research in sustainability, energy, and climate transition with significance in Maine and beyond.

The gift will also establish the Avangrid David Flanagan Memorial Endowed Scholarship in Sustainability at the Muskie School, which is celebrating 25 years as Maine's preeminent public policy school. According to the school, the scholarship

will be available for exceptional graduate students who are enrolled in either the Master of Policy, Planning, and Management (MPPM) or Master of Public Health (MPH) degree programs and who have shown an interest in and commitment to sustainability and Maine's green future.

"We are honored to make this important investment in Maine's future in the name of a transformative leader who made a profound and lasting contribution to the state he loved," said Avangrid CEO Pedro Azagra.

Best known for his leadership at Maine's largest utility during the 1990s, Flanagan was widely respected throughout his career. Flanagan also had a long association with the University of Maine System. He was a member of the University of Maine System Board of Trustees from 1986 to 1995 and chairman from 1990 to 1991. He led a 2009 task force on the structure and governance of the University of Maine System and served as chairman of the Board of Visitors of the Muskie School of Public Service at USM from 2008 to 2014. In 2014, he became the 12th president of the University of Southern Maine. He also served in government, including as chief counsel to former Governor Joe Brennan. ■



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# McHatten leads MMG

**M**ATTHEW MCHATTEN has been appointed president and chief executive officer of MMG Insurance Company by its board of directors. McHatten assumes the role following the retirement of Larry Shaw who served for 28 years.

McHatten joined the company in 2001, most recently serving as executive vice president, chief operating officer, secretary and clerk. McHatten holds a bachelor of science in business administration and finance from the University of Maine.

McHatten is a board member and past chair of the Aroostook Partnership and serves on the Strategic Communications Council of the National Association of Mutual Insurance Companies. He is past chair and member of the University of Maine Business School Advisory

Board and past chair and member of the NAMIC Management Conference Board. He is a past member of the Hartford Steam Boiler Advisory Board, past president and member of the Presque Isle Rotary Club, and past president and member of the board of directors of the Central Aroostook Association.

He is a Rotary International Paul Harris Fellow, recipient of the NAMIC Merit Award, and was named to the 2010 *MaineBiz* Next List, an award presented annually to 10 individuals recognized as being influential in the future of Maine's economy.



Matthew McHatten

In 2019, he was awarded the prestigious President Abram W. Harris Award by the University of Maine Foundation.

McHatten lives in Mapleton with his wife Kelly, and together they have two daughters, Shaye and Paige.

Founded in Houlton in 1897 as the Aroostook County Patrons Mutual Fire Insurance Company, MMG provides personal and commercial insurance lines to meet the diverse

insurance needs of individuals and businesses throughout the northeast. ■

FMI: To learn more, visit [www.mmgin.com](http://www.mmgin.com).

# Tetreault joins HNTB

**R**ICHARD TETREAU, PE, has joined HNTB as senior transportation manager. Based out of the firm's Concord office, Tetreault is a 40-year industry veteran who will support Northern New England and Northeast Division clients in planning and delivering programs.

"Richard is a highly driven, proven leader who is recognized and respected by transportation agencies and professionals throughout Maine, New Hampshire and Vermont," said Paul Godfrey, HNTB Northern New England office leader.

Most notably, Tetreault was deputy commissioner and chief engineer of the Vermont Agency of Transportation. He also spent several years in the private sector as an office leader for a New Hampshire consulting firm and transportation department manager for a Vermont consulting firm. Tetreault's deep skill set is a culmination of nearly four decades in the industry. He excels in program and project delivery, engineering, operations, budgeting and federal and state partnerships. Among his career



Richard Tetreault

accomplishments, Tetreault was a catalyst for Vermont's shift from new capacity investments to system preservation that led to statewide bridge and pavement improvements.

He also has a reputation for being the go-to person when emergencies arise, having spearheaded the successful implementation of Vermont's Incident Command System for the state's Hurricane Irene response and recovery efforts in 2011. He also went on special assignment to Colorado during the state's 2012 flood recovery efforts.

Tetreault initiated the development of Tri-State Performance Measures, an annual comparative report compiled by Vermont, New Hampshire and Maine that has become a nationally recognized model. He introduced his state to innovative contracting methods, such as maintenance rental agreements and design-build delivery. He was a long-standing, active member of the American Association of State Highway and Transportation Officials, which honored him with the Thomas H. McDonald Award in 2015 for outstanding highway administration, engineering and research achievements.

Tetreault holds a civil engineering degree from the University of Vermont and is a licensed professional engineer in the states of Vermont, New Hampshire and Maine. He also owns and operates a third-generation family farm and is the town moderator of Newport, Vermont. ■

FMI: To learn more, visit [hntb.com](http://hntb.com).

# Paul LaBrecque, 1938-2023

## 'The right way to do things'

The co-founder of LaBrecque Construction studied how things worked and shared that knowledge with everyone who worked with him

**P**AUL LABRECQUE worked for several of the construction giants of the day – W. H. Hinman, Inc., Blue Rock Industries, White Brothers – before he set out to start his own company with his wife Alice in November 1977. At LaBrecque Construction, he was always willing to share his knowledge with his employees and subcontractors. He was demanding – yet understanding – while they learned.

LaBrecque Construction's CEO Scott LaBrecque began working in the family's young construction business when he was in high school. He said his father had a strong head for business and instinctively knew how to schedule the flow of work through the business to make the most of his crews. He said his dad enjoyed figuring out "the safest, quickest way to get every job done."

"My dad had a wealth of knowledge he had gained over the years," said Scott. "Everyone who worked for him had a lot of respect for that."

Paul, founder of LaBrecque Construction and Maine Better Transportation Association president from 1993 to 1994, died on January 21 after a long battle with prostate cancer.

He was born on August 27, 1938, in Lewiston, to Lillian (née LeMay) and Conrad P. LaBrecque. He graduated from Lewiston High School, where he met the love of his life Alice A. Harding, in 1957. He and Alice married on June 18, 1960.

Following his service in the U.S. Army, he spent 20 years working for other contractors on some of the biggest construction projects of the 1960s and 1970s. He



Young Paul LaBrecque with his parents, Conrad and Lillian LaBrecque (above). Paul served as president of Maine Better Transportation from 1992 to 1993 (middle). Paul and Alice LaBrecque (below).



was a field engineer for the construction of a major section of Maine's interstate – the I-95 corridor from Yarmouth to Smyrna Mills. Paul worked hard and was promoted up the ladder to foreman and, eventually, general supervisor overseeing many major construction projects in the greater Portland area.

After time at W.H. Hinman, Inc., Blue Rock Industries and White Brothers in the 1960s and 1970s, he and his wife Alice founded LaBrecque Construction, keeping their operations lean while Paul established the business and built its reputation in southern Maine. His first employee was George Libby, who had started work under Paul at Blue Rock when George was fresh out of trade school at Southern Maine Vocational Technical Institute in South Portland (now Southern Maine Community College). Libby later followed him to White Brothers, before joining LaBrecque Construction.

"Paul had a lot of connections in the construction business. He had a lot of charisma. He was a real people person," said Libby who called LaBrecque "an awesome mentor" and problem solver who "wasn't afraid to share what he knew" with the people with whom he worked. Generosity of spirit inspired loyalty from his employees, said Libby.

Donald Booker, former president and owner of Jordan Equipment Company and himself a former MBTA president

who served his term from 1992-1993, one year before his friend, also had high praise for LaBrecque. "He was just a great guy," recalled Booker. The two became good friends when he set up business on the street behind Jordan Equipment and they would frequently go to lunch together at Patsy's, a local restaurant.

"Paul was a good business person," said Booker. "He

worked very hard, and he was a very honest man. He never would try to pull the wool over anyone's eyes. He was just a really good person."

LaBrecque enjoyed being in the outdoors, boating, fishing, smelting and working in the woods. He also enjoyed gardening and "doing anything that involved Alice, and spending time with his kids, grandkids, and great grandkids (especially at Pap's Pond)." He was a member of the Woodford's Club, Maine Better Transportation, AGC Maine, the Sturdivant Island Tuna Club and past president of the Casco Bay Tuna Club.

He and Alice enjoyed traveling with friends on fishing trips to Alaska, cross-country journeys in motorhomes, adventures to New

Zealand, Canada, and many of the Caribbean Islands, and their first trip to Europe in 2019. They spent many years at their camp on Orr's Island and winters in Florida.

Scott LaBrecque said his father remained engaged and actively interested in the business after he retired and passed down the business. Even after his health began to fail, he would still visit job sites to see how things were going.

"Just a few months before he died, he came down to a job site in York and he commented on the craftsmanship," said Scott.

Paul is survived by his wife, business partner, and best friend, Alice, of Falmouth; his sons Scott P. LaBrecque and his wife Clare of Falmouth, Steve P. LaBrecque and his wife Carol Raymond of Altadena, Calif.; his brothers

Danny LaBrecque of Poland, Maine and John LaBrecque and his partner Shirley Winkler of Washington D.C.; his sister-in-law Patricia Turcotte and husband Ray of Lewiston; his grandchildren Chris LaBrecque and his wife Taylor of Falmouth and their children Ellie, Carter and Owen; Taylor LaBrecque and her husband Mitch Pfeiffer of Yarmouth, and their son Koda; Maura LaBrecque and her husband Varun Sridhar of Brooklyn, New York; Kyle LaBrecque of Costa Mesa, California; Lindsay LaBrecque of Los Angeles, California; and many nieces and nephews.

The family asked that, in lieu of flowers, that friends and colleagues "please make a donation to a charity of your choice and take a friend out to breakfast." ■

## David Chester Erickson, age 76

**D**AVID CHESTER Erickson, 76, of Augusta, died unexpectedly at his home last December.

David was born in Gardiner, on October 27, 1946, the son of Chester F. Erickson and Edith (Hanscom) Erickson. He was a 1965 graduate of Gardiner Area High School and a 1969 graduate of the University of Notre Dame with a degree in economics. He was a lifelong Fighting Irish fan and in his later years would arrange his whole weekend schedule around the Notre Dame football and basketball schedules.

David married his high school sweetheart Bonnie Kidder in 1968. They had one son, Todd Darby Erickson in 1974. They divorced in 1991. David went on to marry the other love of his life, Vickey Gallagher in 1993.

After graduation, David was drafted into the U.S. Army in 1970 serving overseas as an assistant chaplain. After his service in the military, David

worked in the banking industry, and was vice president of various departments, most notably at Depositors, Key Bank and Casco Northern Bank. He dabbled in real estate and then made the leap into the insurance and bonding world in 1991 by joining Jones-Hoxie Corporation. Throughout the course of his career, he also worked at Fairfield Insurance, Cross Insurance, The Insurance Source of Maine and GHM Insurance. David and his wife Vickey started their own company, Erickson Bonding & Insurance Associates in 2007.

David, Vickey and Erickson Bonding & Insurance Associates



David Erickson

of Randolph. He also leaves behind Dwight Desjardin, whom he considered his adopted son, as well as many who looked up to him as a father figure and called him "Dad."

Donations can be made in David's memory to either: Maine Children's Cancer Fund at MMC Development Office, c/o MMCP, 22 Bramhall Street, Portland, ME 04102 or to VFW Post #887, Attn: Elysia Glazier, 509 Leighton Road, Augusta, ME 04330 for the VFW Department of Maine Commander's Special Projects - Veterans Family Camp in Belgrade, Maine. ■

were generous members of Maine Better Transportation Association. David also was a long-time member of the Benevolent Protective Order of the Elks Lodge 964, serving a term as Exalted Ruler. He was also a member of the American Legion Post No. 40, The Fraternal Order of the Eagles AERIE #3137 and the Veterans of Foreign Wars Pine Tree Post #887.

David always had a story to tell. Some of his fondest memories and stories were of time spent at the family camps on Caratunk and Ambajelus Lakes.

David was predeceased by his parents; stepfather Ralph Damon; wife Vickey; first wife Bonnie; and sisters Sandra Hazzard, June Haigis, and Joyce Dill. He leaves behind his son, Todd Darby Erickson and wife Lisa of Chelsea and his beloved granddaughter, Mallory Erickson, also of Chelsea; brother Jim Damon and wife Cheryl of Pittston; brother Bruce Erickson and wife Cass of Whitefield; and sister Maureen Holt

# He kept Maine trucking

## Ronald Hutchins, age 84

**R**ONALD W. Hutchins Sr., known to many as "Hutch", passed away peacefully on Dec. 22, 2022. He was 84.

Ron was the former president of the Maine Professional Drivers Association, and spent his career as a professional driver, educator and advocate for the industry.

He was born in York, Maine, the son of Hartley and Elsie (Hilton) Hutchins, and attended schools in Kennebunk. He began a 52-year professional driving career at the age of 17 delivering propane, and eventually married Cynthia Ann "Cynnie" Johnson.

Hired by Roadway Express (formally Atlas) in 1960, Ron served as the company's "Total Quality Management Coach," a shop steward for the Teamsters, and was the recipient of many safety awards.

Hutchins also was a founding member of the Maine Professional Drivers Association, where serving as president and education officer, he worked to educate his fellow drivers and the public and build the reputation of truck drivers as professionals and an occupation to be respected.

With Ron's creation of the Maine ROADTEAM, he recruited and coached fellow drivers for speaking engagements on how to share the roads safely with trucks. It was the only independent state road team in the country given full recognition by the American Trucking Association.

After retiring from Roadway Express, he continued his work at Maine Motor Transport Association (MMTA) through the development of the MMTA Training Unit, a mobile classroom inside a tractor trailer.



Ron Hutchins was a founding member of the Maine Professional Drivers Association and actively promoted driver safety and training, as well as advocating for the industry throughout the state.

Traveling throughout New England, Ron worked with schools and businesses while teaching highway safety and providing training for truck and heavy equipment operators. He was instrumental in adding instruction on sharing the roads with trucks to the state of Maine Driver's License Manual. In 2007, Ron was presented with the Harry Stiffler Memorial Lifetime Achievement Award in recognition of his service to the industry throughout his career.

Maine Better Transportation Association Executive Director Maria Fuentes said Hutchins was also instrumental in forming partnerships with other transportation organizations and urged MPDA to join the MBTA.

He was well known for reaching out to

young people to interest them in driving careers. "He would get so excited to travel in that big training truck to get kids interested in trucking and also educate the public about safety," said Fuentes. "When our son was little, he visited the training truck when it was parked at MMTA, and got a private tour from Ron. It was pretty exciting for him."

"Ron leaves a serious legacy of the good he performed in the Maine trucking industry, having spent time as a driver, instructor, union member, and a professional representative of truck drivers in many aspects of the industry," said Denis Litalien, secretary of the MPDA.

After he retired, Ron loved working with Cynnie on home improvement and landscaping projects. When she was diagnosed with cancer, he became her caregiver and homemaker.

Ron was predeceased by his wife of 54 years, Cynthia (Johnson) Hutchins and his sister Sandra (Hutchins)

Skinner. He is survived by his companion, Suzette Morang; three children: Pamela Belanger and her husband, Jeffrey; Ronald Hutchins, Jr., and his wife, Jennifer; Jennifer Hutchins and her fiancé, Jerry Kearns; five grandchildren: Nicolyn Belanger and her husband, Justin; Megan Hutchins and her husband, Chris Castillo; Shane Hutchins and his fiancée, Kaytli Gray; Neon and Caleb Rand; and one great-grandchild, Chloe.

The family plans a celebration of life in the spring. Condolences, memories, and photos may be shared with the family at [www.staplesfuneralhome.com](http://www.staplesfuneralhome.com). In lieu of flowers, donations may be made in Ron's memory to Kennebec Valley Humane Society, 10 Pet Haven Lane, Augusta, Maine 04330. ■

## Kenneth Lyle Cianchette, 1924-2023

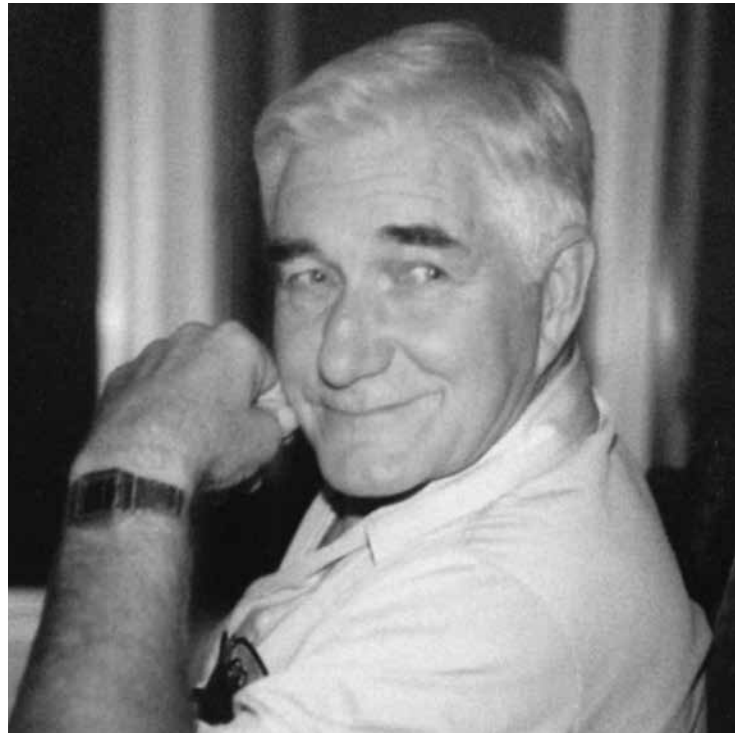
# ‘Where are we going to put the pond?’

## One of seven siblings, Ken stood out as a ‘mechanical genius’ who put his ingenuity to work for the family construction business

**T**HERE WAS nothing Ken Cianchette liked to do more than to discover a challenge and overcome it with his prodigious ability to create a tool that would be just right for the job – or figure out the best way to build something. He loved poetry, nature – birds, in particular – and especially enjoyed putting his skills to work building ponds, according to his son-in-law John Linscott.

He recounted the day Ken came over to see the new house Linscott and Ken’s daughter Jane were moving into. “The first thing he said was, ‘Where are we going to put the pond?’” said Linscott.

Ken Lyle Cianchette was born on September 28, 1924 in Pittsfield, Maine, the fourth of seven children of Ralph and Edna (née Steen) Cianchette. He attended Maine Central



Kenneth Cianchette

Institute (MCI), graduating in 1942, and went to work building bridges with his father until he was drafted into the U.S. Army at age 18, where he was tested and rated as a mechanical genius. Ken landed in Scotland on June 6, 1943 and served as a radio mechanic in Germany, France and England, before returning home in March 1946.

After returning from service, Ken went to work with his brother Carl in construction. In the off season, Ken went south to Florida and earned money waiting tables. During that time, he used education funds available through the Servicemen’s Readjustment Act (also known as the G.I. Bill) to learn how to fly, which became a lifelong passion.

With Bud, the three brothers incorporated as Cianchette Bros., Inc. in 1949 and continued their father’s construction legacy. Their brother Chuck joined them in 1954.

Ken struck out on his own in 1953, founding Kenneth Cianchette, Inc.,

specializing in the construction of sewer and water projects, bridges and buildings. Around that time, he invented the Chinbro Beam Clamp and Chinbro Pipe Grab to make laying pipe safer and more efficient for his crews. He rejoined Cianchette Bros. in 1961, and often put his ingenuity to work to help solve problems that arose on the job. Another one of his well-known inventions was a mechanical peat harvester that was used to harvest peat in Downeast Maine.

“He was a total mechanical genius,” said Linscott. “He could fix anything. He would look at problems a lot differently than anyone else did and then he’d come up with a creative idea to solve it.”

Rocky Cianchette, Ken’s nephew, said that when his father Norris Cianchette bought Main Line Fence, Ken co-signed the

loan and even provided technical advice on tough projects, including helping devise a method and the equipment to install double-beam guardrail when that became the standard on MaineDOT jobs.

Said Rocky: “Ken didn’t like anyone to say ‘you can’t do that.’”

Ken married Nina Evelene “Evie” Lancaster in 1949, and the two of them raised five children together in Pittsfield. In addition to building the business with his brothers, Ken was active in the town, serving on the town council, the planning board, the industrial park board, and the SAD 53 School Board. He was also active in the Pinnacle Ski Club and was inducted into the MCI Hall of Fame in 1989.

Ken served on the Unity College Board of Trustees for 24 years and was awarded an honorary doctorate degree. The college later named a dormitory after him. He also served the state of Maine as a member of the Maine Land Use Regulation Commission in the 1970s and chaired an

advisory council for the Maine Department of Commerce and Industry. He was president of the Associated General Contractors of Maine, and served on various other boards and committees.

When it came time for him and his brothers to think about a succession plan in the early 2000s, he advocated strongly for the brothers to make Cianbro a 100-percent employee-owned company rather than sell it to another firm outside Maine with the goal of keeping the company in Maine and continuing to make a good living for its employees.

“He wanted to keep the business running for those people who ran it,” said Linscott.

Ken was also a great fan of nature and was known for building nests for burrowing owls – often skirting local building codes to do so by running a flag up the posts and calling them “Italian flag poles.” Rocky Cianchette said he remembered visiting his mom and dad in the Florida Keys once and going out to dinner with Evie and Ken, who lived just down the road.

“There was a turtle in the middle of the road,” said Rocky, adding that his uncle stopped in the middle of the road instead of driving around it and carried the turtle to safety at the side of the road. He moved to North Yarmouth in 2004, where he was able to have an airstrip and hangar in his backyard, which gave him great joy.

Ken’s grandson Michael Cianchette, a businessman, writer, politician and member of the Maine Turnpike Authority Board of Directors, wrote about Ken in the *Bangor Daily News*: “[Ken] loved poetry. Even late into his 90s, you could find him in the evenings reciting ‘Gunga Din’

and ‘Sam McGee’ from memory.”

Continued Michael: “He surprised me when he was 97, belting out a tune I had never heard before: ‘Huggin’ and Chalkin’. He was a character. I learned lessons about government from him as well. He served in countless local and statewide offices, always focused on making things better.”

Ken was predeceased by his wife of 48 years, Evie, his parents, his sister Marilyn Pelletier, his brothers Clair, Carl, Norris, Ival (Bud), and Alton (Chuck). He is survived by his five children Eric (Peggy) of Falmouth; Jane (John) Linscott of Fort Myers, Florida; Jon of Scarborough; Ann of North Yarmouth; and Jean (Bill) Bradshaw of Yarmouth. He is also survived by grandchildren Jessica (Justin) Dyer; Allison Ray; Michael (Michelle) Cianchette; Kenny Cianchette; Erica (Nicholas) Weightman; Kyle Cianchette; Colby Bradshaw; Emily (Jack) Rayers; Sean Cianchette; Erin Cianchette; Josie Bradshaw; Wilson Ball and Cooper Ball; step-grandchildren Cristy (John) Nielsen and Scotty (Shelley) Linscott; sisters-in-law Helen Cianchette, Raejean Lester and Carol Riley; brothers-in-law C. Leigh Lancaster and Alan Lane; many great-grandchildren, nieces and nephews.

The family plans to hold a “celebration of life” in Falmouth this summer. In lieu of flowers, the family requests donations in Ken’s name may be made to Maine Central Institute, Office of Advancement, 295 Main Street, Pittsfield, ME 04967 or online at [mci-school.org/giving/make-a-tribute-gift](http://mci-school.org/giving/make-a-tribute-gift). ■

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# Our team leaders

**A**T THE Maine Department of Transportation (MaineDOT), our best asset is our people. Recently, some of our team members have assumed new leadership roles in several key bureaus. We wanted to take an opportunity to introduce (or reintroduce) you to these team members. Combined, these six individuals have more than 130 years of service at MaineDOT. We know that experience, their institutional knowledge, and their focus on customer service will serve our partners and the people of Maine well.

## Bureau of Maintenance & Operations

### KYLE HALL, P.E. BUREAU DIRECTOR

Kyle Hall began his career with MaineDOT in the summer of 1989 as a seasonal engineering



Kyle Hall

aide while he was still studying at the University of Maine. He graduated in 1991 with a degree in civil engineering. Kyle spent eight years working at the Nebraska Department of Roads before returning to Maine in 2000. He eventually rejoined MaineDOT in 2004. Kyle has held several different positions at the department, including working as the region manager in our Scarborough office.

Kyle believes that communication is the foundation of building lasting relationships. His 34 years of civil service in the fields of engineering, maintenance, and operations can be a great resource for helping our partners

around the state achieve their goals.

Kyle and his wife, Kerry, live in Auburn. They have four children and two grandchildren.

### ROBERT "HENRY" MCFERREN ASSISTANT BUREAU DIRECTOR



Henry McFerren

Henry McFerren began his career at MaineDOT in 1997. He started working on a paving crew and rose through the department ranks over the years. He has held several management positions in our southern and western regions.

Henry enjoys sharing the wealth of experiences and knowledge he has gained over his 25-year career with the department. He believes in training and supporting others by fostering growth and confidence. Henry believes that being proactive and a good communicator is essential to building relationships.

Henry and his wife, Sonja, live in Standish. They have three children and recently became grandparents with the arrival of their grandson.

## Bureau of Project Development

### TODD PELLETIER, P.E. BUREAU DIRECTOR

Todd Pelletier is a 1992 graduate of the University of Maine with a degree in civil engineering. He has worked his entire professional career with MaineDOT. Throughout the last three decades, he has held multiple positions within the Bureau of Project Development. That broad background has given him a very good understanding of the numerous challenges of

delivering safe, cost-effective, and reliable infrastructure improvements.

Todd believes that good relationships are built by trying to see where others are coming from, whether it is contractors, consultants, municipalities, legislators, or special interest groups. Common goals can be achieved by effectively communicating where the department stands on issues or needs and moving forward in a common direction.

Todd and his wife live in Rome. They have two adult children.



Todd Pelletier

### JEFF FOLSOM, P.E. ASSISTANT BUREAU DIRECTOR

Jeff Folsom graduated from Cornell University's School of Engineering in 1995 with a degree in civil engineering. Later that year, he joined MaineDOT's Bridge Program as an assistant engineer. He has held multiple positions in the department. Jeff has been responsible for the design, project management, and construction management of more than 50 bridge replacement and rehabilitation projects.

Jeff believes that MaineDOT and its partners can help each other by maintaining regular and open communication and seeking understanding of each other's needs. He



Jeff Folsom

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believes that consistency and transparency are essential in building relationships and maintaining trust.

Jeff lives in Pittston with his wife and four daughters.

## Bureau of Planning

### DALE DOUGHTY BUREAU DIRECTOR

Dale Doughty graduated from the University of Maine at Farmington, where he majored in geology and chemistry. He began his career working for geo-technical and geological engineering firms before he joined MaineDOT. Over 22 years, he held positions in the Office of Environment, Bureau of Planning, and Bureau of



Dale Doughty

Maintenance and Operations (where he was bureau director). Dale took a break to serve as the Public Works Director and Deputy City Administrator for the City of Lewiston before returning to MaineDOT.

Dale is a lifelong resident of Maine, having lived in five of the state's 16 counties. He understands the diversity and needs of Mainers. Dale believes it is vital to visit people where they are. To that end, his bureau has hired several employees who focus on cultivating relationships and making extra efforts to maintain them.

Dale and his wife of 35 years, Pam, live on a small homestead in Pittston, where they grow a good portion of their food. They have two adult daughters.

### JENNIFER GRANT – DEPUTY BUREAU DIRECTOR

Jennifer Grant joined MaineDOT in 2016, after 13 years at the Maine Drinking Water Program as an assistant environmental engineer. In her current role, she leads a team of planning professionals in developing the department's short- and long-range multimodal planning

documents, planning oversight, feasibility and project scoping studies, coordination with municipalities on transportation-related planning efforts, public outreach, and technical assistance through the Maine Local Roads Center.



Jennifer Grant

Having worked on several of MaineDOT's federal discretionary grant applications, Jenn and her team can help assess what traditional or discretionary funding programs may be best suited for our partners' projects or a community's needs. The earlier and more she knows about a community's vision and needs, the better she can help plan.

Jenn and her husband live in Augusta. They have two children. ■



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# EXITRAMP

## Everybody's a comedian

**M**BTA MEMBERS know that MBTA annual meetings are rarely stuffy affairs. There's usually good food and a good laugh to be had. It was no different in the early days of the organization when it was known as the Maine Good Roads Association. In fact, we know that for sure, based on an account of "The Sixth Annual Assembly of the Maine Good Roads Association" that ran in the April 1946 edition of *The Trail* magazine.

The gathering convened on April 10, 1946, in the Senate Chamber of the State Capitol Building in Augusta. It was a day-long affair, with an afternoon meeting that featured a talk by Mr. George H. Dent, the Washington, D.C., representative of the Asphalt Institute.

The evening session moved to the House Chamber where MGRA members rubbed elbows with approximately "150 members and guests." More had been expected to attend, but several members were prevented by a "freak spring snow storm" that made travel unwise.

Despite the weather, the speakers and the crowd were in high spirits, and the humor-filled proceedings of both sessions were recorded for posterity in a "blow-by-blow," 11-page account full of quips and barbs in *The Trail* magazine.

Dent spoke first about how he'd hoped to present a slide show that he'd planned to get made. But his go-to "Washington man" had told him "No, we don't do that anymore." Anyway, Dent went on to tell the audience, people who want work done in D.C. were finding workers as hard to find as it was to find Democrats in Maine.

Governor Horace Hildreth, a Republican, who would later that year win a second term as governor and eventually serve as U.S. ambassador to Pakistan, told an anecdote about a driver picking up a hitchhiker and his dog in his brand new car and waking up in the hospital with the hitchhiker in the bed next to him and the dog curled up on the floor with its tail sticking in its mouth.



Horace Hildreth, the 59th governor of the state of Maine, was one of the guest speakers at the sixth annual meeting of the Maine Good Roads Association, the forerunner of the Maine Better Transportation Association.

The driver asks the hitchhiker, why? And the hitchhiker says, "the dog's not used to stopping quite so sudden." Hildreth said he told the story to illustrate the condition of Maine roads where Mainers are used to stopping and starting.

The question, Hildreth concluded, is this: what to do when everybody's for good roads but no one knows how to pay for them. "It's like being against sin. Everybody's against sin, but we don't know what to do about it."

Some things never change. ■

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